

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

SECRET - U.S. OFFICIALS ONLY

25X1

COUNTRY	USSR (Arctic)	REPORT	
SUBJECT	Port of Arkhangelsk	DATE DISTR.	15 October 1954
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT	
PLACE ACQUIRED		REFERENCES	

This is UNEVALUATED

25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

25X1

1. [redacted] port of Arkhangelsk [redacted] 20 to 30 small naval vessels of the same type proceeding up the Dvina River. The vessels were approximately 70 meters long; they were narrow vessels with low water lines. Each ship had a bridge with a signal mast and a stack aft of the bridge. The stern frame on each vessel was round. No torpedo tubes were observed and the ships' armament consisted of new antiaircraft guns. [redacted] a German torpedo boat, Model 35, as a vessel of similar appearance. 25X1
2. At the naval workshop on Solombala Island (N 64-36, E 40-33) [redacted] a ship [redacted] believed to be a naval repair vessel. It was more than 100 meters long and approximately 4,000 DWT. The hull resembled the shape of a landing ship as it was blunt at either end; it was a flush deck ship, and the height to the deck was estimated to be 20 feet. [redacted] a small skipper's bridge and stack [redacted] There were two large cranes on the stern and four smaller ones amidships. The ship had twin propellers. The vessel was manned but not many persons were observed aboard. 25X1
3. [redacted] a floating drydock at the civilian workshop on Solombala Island. A large cargo vessel was observed leaving the drydock; five sealing vessels then entered the drydock. The first two sealing vessels were secured forward parallel to each other. The second two vessels were also secured parallel to each other astern of the first two. The fifth vessel was secured alone and it protruded outside the dock. 25X1
4. A boat building yard was located on the east side of the Dvina River near Amosov (approximately N 64-37, E 40-30) on Solombala Island. The boats were built on the bank of the river but no workshops were observed. There were a number of old houses in the area. [redacted] some of the boats [redacted] were to be [redacted] 25X1

SECRET - U.S. OFFICIALS ONLY

25X1

STATE	X	ARMY	X	NAVY	#X	AIR	X	FBI		AEC						
-------	---	------	---	------	----	-----	---	-----	--	-----	--	--	--	--	--	--

(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

25X1

SECRET - U.S. OFFICIALS ONLY

25X1

-2-

25X1

tugboats. Each boat was approximately 20 meters long, and it had a broad bow and a narrow stern. The boats had twin propellers which were built inside hoops. All the boats were built of steel and three of them were almost completed. The most unusual feature of each boat was its bottom; the first three-fourths of the vessel's bottom-length was flat; then there was a rectangular form which was pointed at the front. [ ] the structure protruding from the bottom might be used to push logs to one side, and [ ] the vessels were designed for use in log-floating operations.

25X1

25X1

5. Small wooden boats were also under construction in this shipbuilding area. A series of flat-bottom dories were observed on the bank.

6. [ ] Sawmill No. 27 is located north of Povrakul. The sawmill south of Povrakul is No. 25 and the sawmill across from No. 25 is No. 23. No. 12 is situated on Khabarka Island (N 64-35, E 40-28). The sawmills are in about the same condition as they were in 1953 except for the expansion of the quay, which has a new surface and siding.<sup>1</sup> At the quay near Sawmill No. 23 much silt has collected and informant's vessel was aground when loaded to 18 feet. The ship required the assistance of a tugboat to depart. At Sawmill No. 25 construction of an office building was underway to replace the one that had burned down in 1953. There was significantly less timber cargo at the sawmills than in 1953. At Sawmill No. 12 practically all the cargo was old material.

25X1

7. [ ] two MTBs were proceeding up the river at an approximate speed of 40 knots.

25X1

25X1

25X1

SECRET - U.S. OFFICIALS ONLY